



CITY OF HAYWARD

AGENDA REPORT

AGENDA DATE 03/09/99

AGENDA ITEM 3

WORK SESSION ITEM _____

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: "B" Street Rehabilitation - Foothill Boulevard to Kelly Street: Approval of Plans and Specifications and Call for Bids

RECOMMENDATION:

It is recommended that the City Council approve the attached resolution which:

1. Approves the negative declaration for the project; and
2. Approves the plans and specifications and calls for bids to be received on April 13, 1999.

BACKGROUND:

The "B" Street Rehabilitation project is approximately one mile long between Foothill Boulevard and Kelly Street. The project will help mitigate the poor conditions of the street and sidewalk while preserving the existing street trees. The work, in general, consists of pavement rehabilitation; curb, gutter and sidewalk replacement; traffic signal installation at "B" and Seventh Streets; and tree removal and replacement.

The street pavement rehabilitation will consist of repairing the severely damaged pavement areas (digouts), grinding high spots and placing a course to smooth out the surface, placing reinforcing fabric, and resurfacing the street to provide a smoother ride for the vehicles.

The curb, gutter, and sidewalk on the south side will be removed completely and replaced between 4th Street and Woodridge Drive. The new sidewalk will be constructed approximately five feet from the existing trees to preserve the existing roots and prevent future damage to the new sidewalk. Easements have been acquired at 19 locations for the new sidewalk configuration around the trees. Additionally, the curb and gutter will be relocated three feet into the existing street to increase the planter area and preserve the trees. Some existing parking will need to be eliminated due to the reduced street width. However, there is sufficient parking provided in rear parking lots and along the side streets. The curb and gutter on the north side will be removed and replaced where damage has occurred due to the existing trees. The sidewalk on the north side was recently replaced during the sanitary sewer trunk line replacement project.

The proposed traffic signal at the offset intersection of "B" and Seventh Streets will facilitate traffic flow and provide interruptions in traffic flow, so that the residents are able to exit

driveways. The traffic signal will also provide a safer crossing location for school children attending Markham Elementary School. Also, as part of the project, the traffic signal at Fourth Street will be upgraded. The overhead wires will be placed in conduits underground. Additionally, signal heads will be installed and the signal will be interconnected with the new signal at Seventh Street.

The project also includes tree removal and replacement along "B" Street. The existing trees that show signs of decline, have decay in the root crown, trunk, or major branches, or have lost limbs and become disfigured will not be preserved. Twenty-one trees have been designated for removal. Additional trees, at a replacement ratio of 3:1, will also be planted along "B" Street to fill in the gaps of the streetscape. The replacement species between Foothill Boulevard and Fourth Street will be Swamp Myrtle. The replacement species between Fourth and Kelly Streets will be Chinese Tallow. These species are similar to what was planted during the sewer trunk line project several years ago and they should not cause damage to the sidewalks.

Construction Phasing:

The project will consist of three major phases. The first phase will consist of removing and replacing the existing curb, gutter, and sidewalk on the south side of the street between 4th and Kelly Streets. This work includes relocating the curb and gutter into the existing roadway in various locations, and decreasing the roadway width by three feet. In order to provide an adequate construction zone, the travel lanes will be shifted to the north and separated from the construction zone with channelizers. The existing striping and pavement markings along "B" Street will be removed and replaced with temporary striping. Due to the restricted street width, the temporary configuration will consist of one travel lane in each direction with no left turn pockets provided. When work is completed in the evening and on weekends, parking will be allowed in the construction zone. Driveway closures will be limited and advance notice will be given to the affected property owners. The tree removal and replacement work will be proceeding concurrently with the curb, gutter, and sidewalk work.

The second phase of the work will consist of removing and replacing portions of the existing curb and gutter on the north side of the street between 4th and Kelly Streets. This work also includes relocating the curb and gutter into the existing roadway and decreasing the roadway width by an additional three feet. In this phase, the travel lanes will be shifted back towards the south side of the street to provide a construction work zone on the north side. One travel lane will be provided in each direction and will be separated from the construction zone with channelizers. No left-turn pockets will be provided. During non-construction hours, parking will be allowed in the construction zone.

The third phase will consist of grinding the existing roadway, performing dig-out repairs, leveling any irregularities, placing pavement reinforcing fabric, and overlaying the roadway with two inches of asphalt concrete. The grinding operations should be completed in approximately six to eight days and will require half-day closures of one direction of travel on the street. In order to minimize the impact to commute traffic during the peak hours, the westbound travel lane will remain open in the morning between 7:00 a.m. and 12:00 p.m., but the eastbound direction will be open to local traffic only. Eastbound through traffic will be

detoured to "A" Street. Conversely, during the afternoon between 12:00 p.m. and 5:00 p.m., the eastbound traffic will remain open to allow for the commute traffic, but the westbound lane will be open to local traffic only. Westbound through traffic would again be routed to Grove Way and "A" Street. This option will allow the contractor to expedite his work while minimizing the impact to the motorists, affected residences and businesses. Staff also considered the option of restricting the hours of the contractor's work to avoid the peak commute hours completely, but it was determined that it would extend the traffic disruption and not be cost effective. Restricted hours would lengthen the amount of days to complete the work, which would increase the cost of labor, equipment, traffic control and trucking necessary to perform the work. Instead, it is recommended to extend the allowable work hours to 7:00 a.m. to 5:00 p.m. in order to expedite the work. Consideration was also given to perform these operations at night when traffic is minimal. Due to the increased noise, safety hazards, and cost of this option, staff has determined that night work would have a negative impact on the neighborhood and is not recommended. The remaining work in this phase, dig-out repairs, minor leveling, placing pavement reinforcing fabric and overlaying the street will be performed similar to our normal paving projects where traffic will be maintained through the construction areas, but some delays will occur.

In addition to the unavoidable impacts on traffic of our project, staff has confirmed that the county's long-planned project for widening Redwood Road from the BART station to Crescent Avenue (east of Grove Way) is also going out to bid at this time. Council may have noticed the preliminary work being done for utility undergrounding over the past few months. The County's project will likely bid just one or two weeks before our project. Thus, both will be under construction at the same time. As a result, procedures have been set up for regular coordination of progress on both contracts since both "A" Street and "B" Street together carry a very large volume of traffic that will be effected by these two projects going on at the same time. The county's project has one phase during which "A" Street east of Grove Way will be reduced to one lane in each direction, but fortunately this phase will only be for three weeks and should not be during the grinding phase of our contract. Coordination of our schedules will be necessary once both contractors are on board to limit the conflict during the construction of both projects.

Public Involvement and Information Process:

Over the past year and a half there have been three public meetings with members of the Upper B Street task force and other interested citizens to discuss the scope and design of this project. Specific input from these meetings resulted in several changes to the project, one of which was the inclusion of a traffic signal at "B" and Seventh Streets. This addition was seen as particularly important after the completion of the "D" Street widening project. Also explained was the process of reducing the width of the pavement in order to insure both sufficient space for continued growth of the mature camphor trees, which are an asset to the community and to serve as a traffic calming measure to reduce speeding. Also, at the last meeting in November 1998, a request was made to look at providing something more than just clean soil in the new, wider planter strips. Although property owners are normally responsible for what is placed in this area, the city will be contacting each property owner and, if they are willing to commit to watering and maintaining the plants in the planter strip, then the city would add the plants.

The contract already provides for sleeves under the sidewalk to simplify property owner installation of irrigation.

As noted above, there are unavoidable impacts of this major project. Staff has recognized that extra efforts will be necessary to keep both the traveling public and the residents in the area informed about the project. Therefore, special information procedures will be implemented. Once the contractor is selected, staff will be distributing a newsletter on the project to affected residents, property owners, and business owners to inform them of the nature and purpose of the work, project schedule, potential impacts, and a City contact for more information. In addition, a special voicemail line will be set up, so interested parties may call in, receive an update on the project, and leave a message, if desired. Staff is also exploring putting update information on the City's web page. The information number will also be on a sign as drivers enter the construction area from the east or west. Signs will also be posted as advance notification prior to the grinding operation and partial street closures.

Environmental Clearance and DBE Program:

The attached Initial Study and Negative Declaration have been prepared for the project in conformance with the California Environmental Quality Act (CEQA) guidelines. Approval of the Negative Declaration is recommended based on the findings of the Initial Study that there is no substantial evidence that the project will have a significant effect on the environment. Additionally, the Local Assistance Branch of Caltrans concurs that the project is categorically excluded from the National Environmental Policy Act (NEPA).

The federal Disadvantaged Business Enterprise (DBE) program applies because the project is partially funded with federal funds. Under the federal program, there is no separate category for Women Business Enterprises (WBE) and the single goal can be met with any combination of DBEs or WBEs. The established goal for this project is 14 percent, which is based on staff evaluation of available subcontracting opportunities for the project and analysis as to what portion of that subcontracting would be reasonable to set aside for DBE and WBE participation.

Caltrans has approved the DBE goal and the Right-of-Way Certification, and has given their authorization to advertise this project.

PROJECT COST:

The estimated costs for the project are as follows:

Design and Administration	\$218,000
Right-of-Way Acquisition & Administration	75,000
Construction Inspection and Testing	150,000
Construction	<u>1,707,000</u>
	\$2,150,000

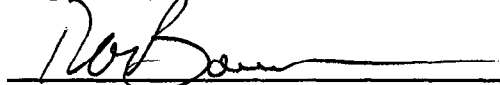
FUNDING:

A total of \$2,050,000 has been approved in the Measure B Tax Fund of the 1998/99 Capital Improvement Program Budget for this project. After bids are received, an additional appropriation will be requested, if necessary. The City will be reimbursed in an amount of \$533,000 from Federal ISTEA funds and \$525,000 from Federal TEA-21 Demonstration funds.

SCHEDULE:

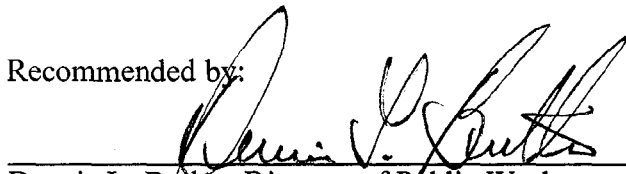
Receive Bids	April 13, 1999
Award Contract	May 11, 1999
Begin Construction	June 1, 1999
Complete Construction	October 31, 1999

Prepared by:



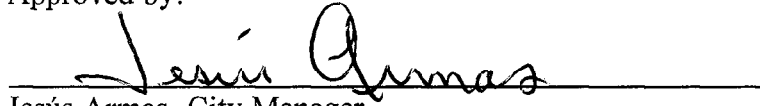
Robert A. Bauman, Deputy Director of Public Works

Recommended by:



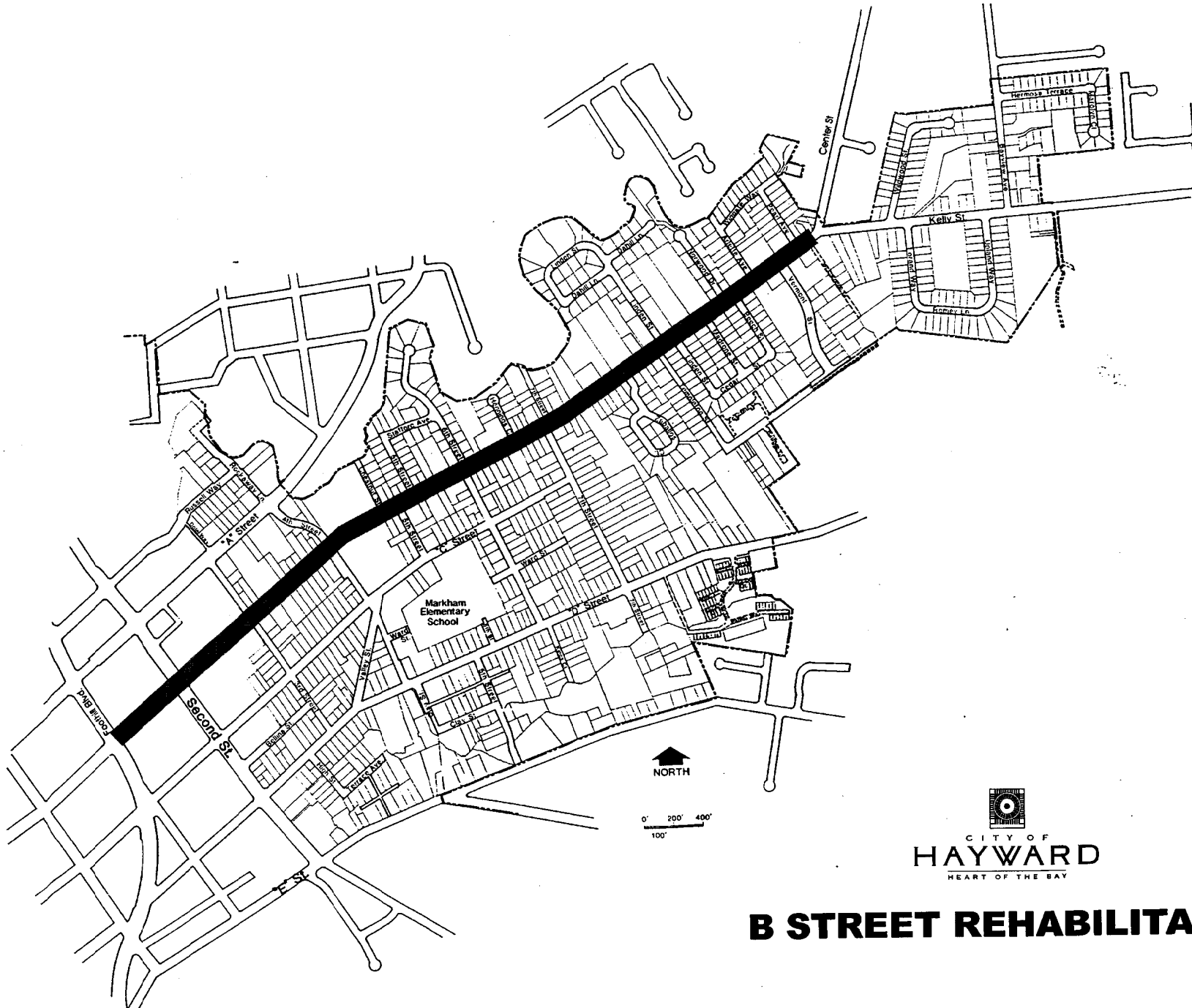
Dennis L. Butler, Director of Public Works

Approved by:



Jesús Armas, City Manager

Attachments: Exhibit A: Location Map
Exhibit B: Construction Plan
Exhibit C: Negative Declaration
Exhibit D: Resolution

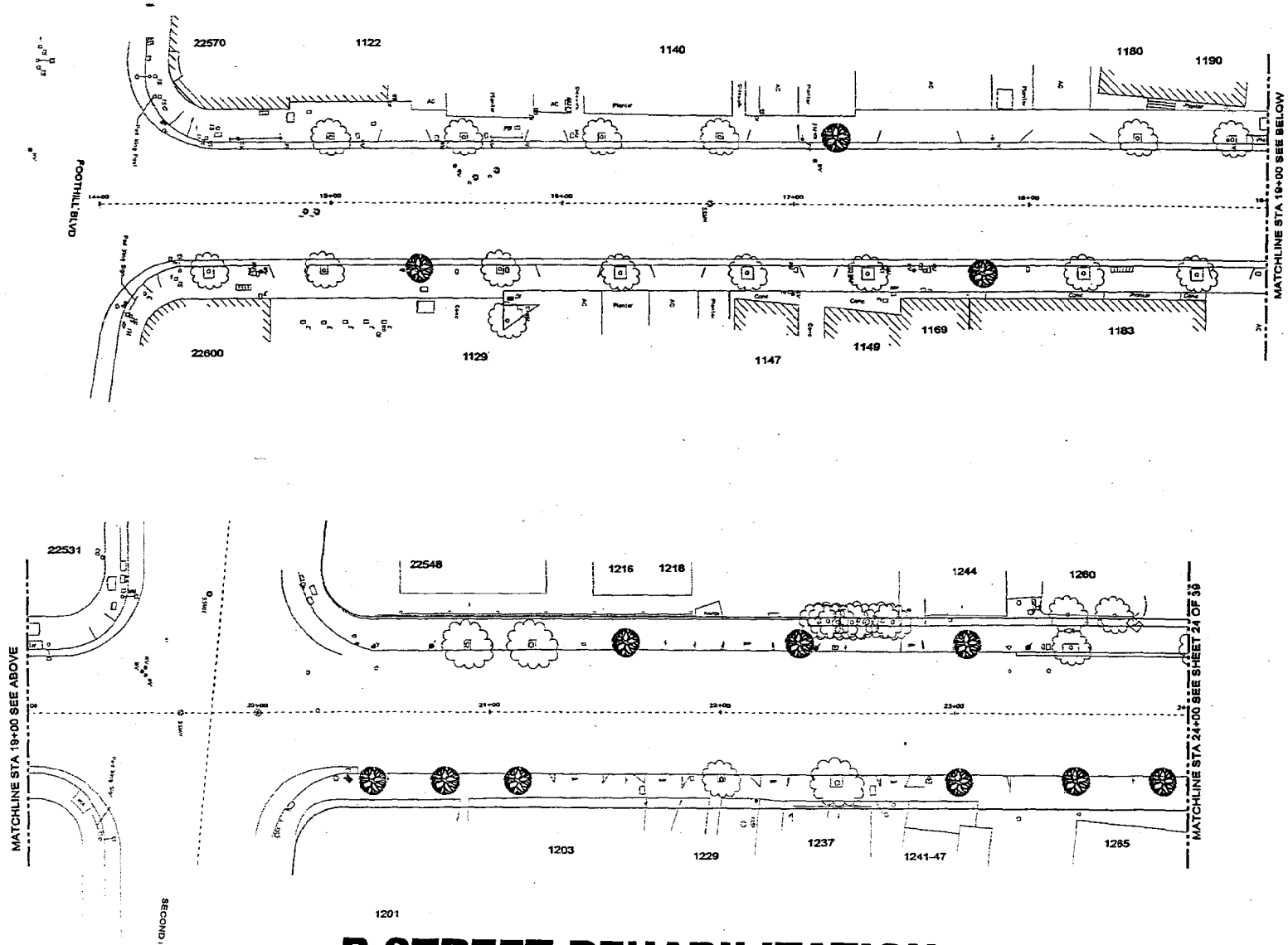


B STREET REHABILITATION

NOTE: SHADED AREAS INDICATE
NEW IMPROVEMENTS

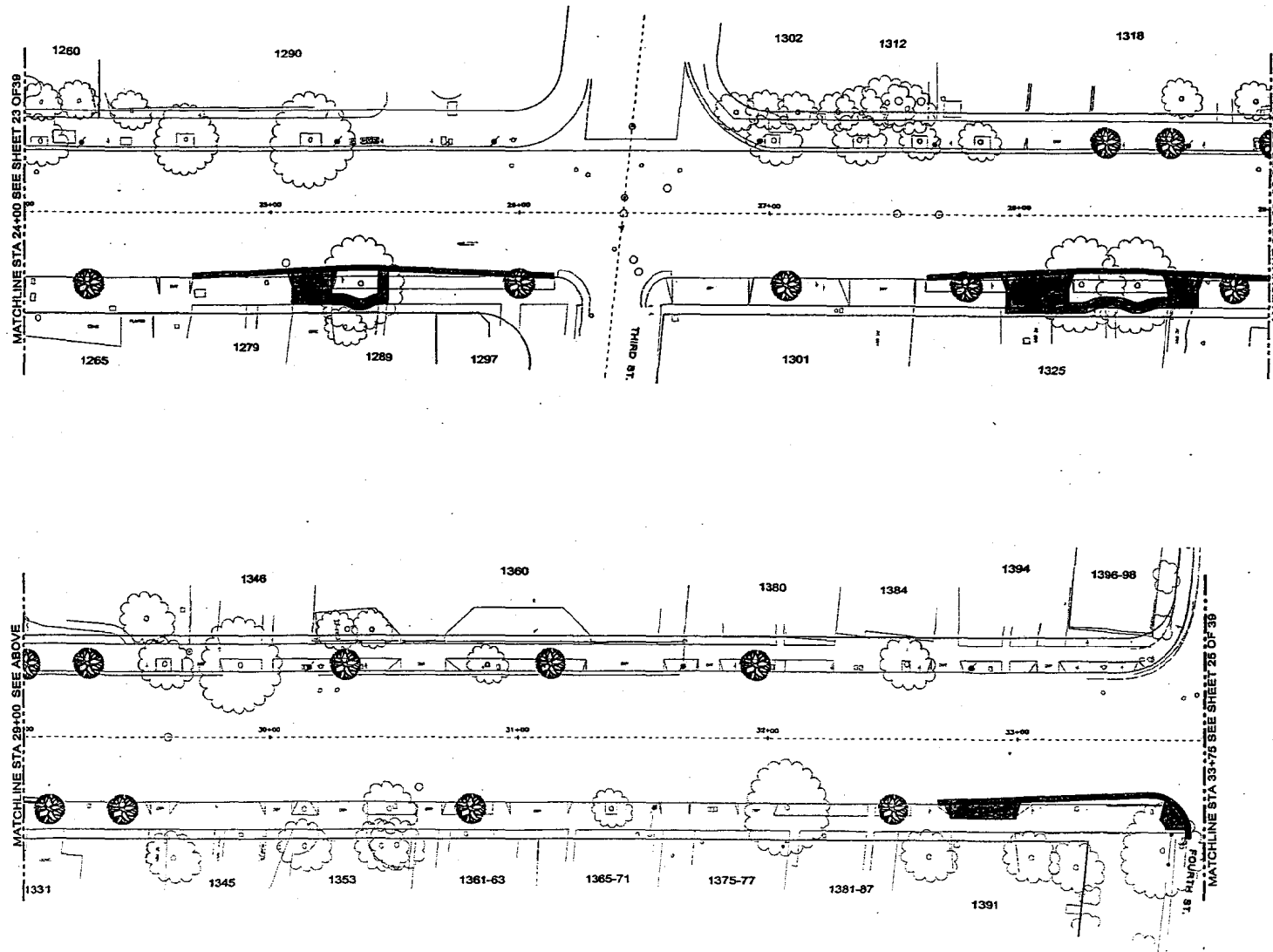


Exhibit B



B STREET REHABILITATION

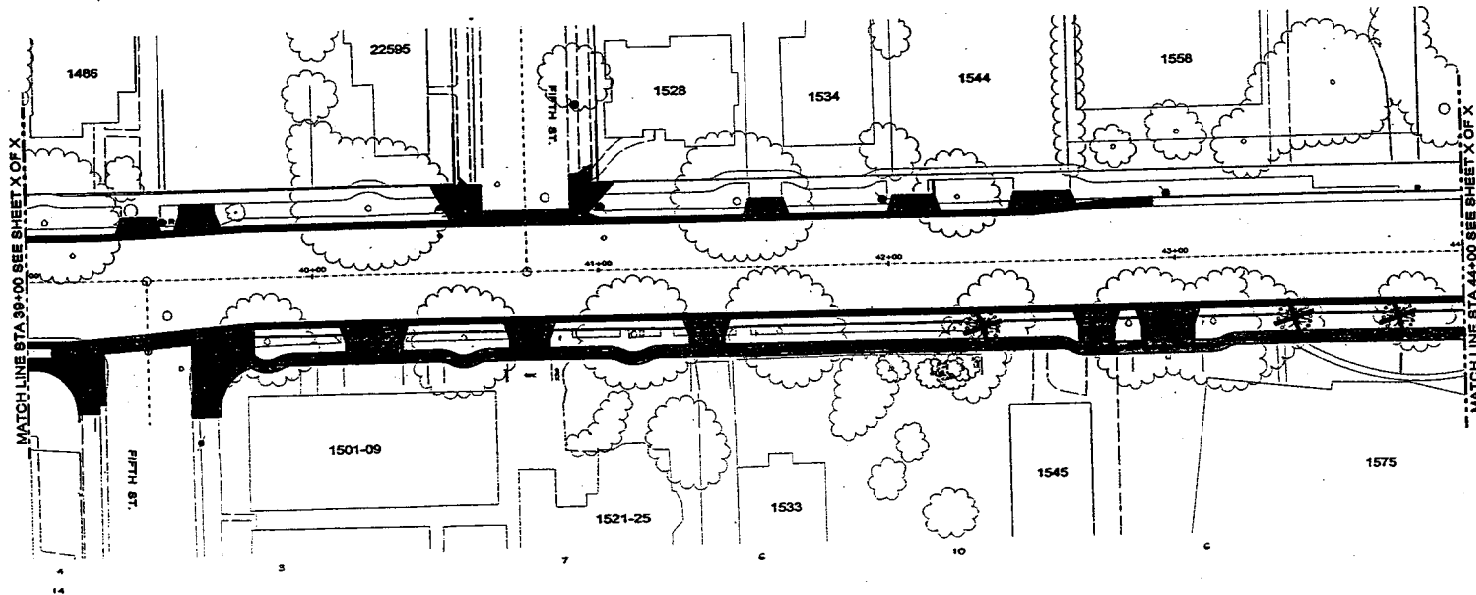
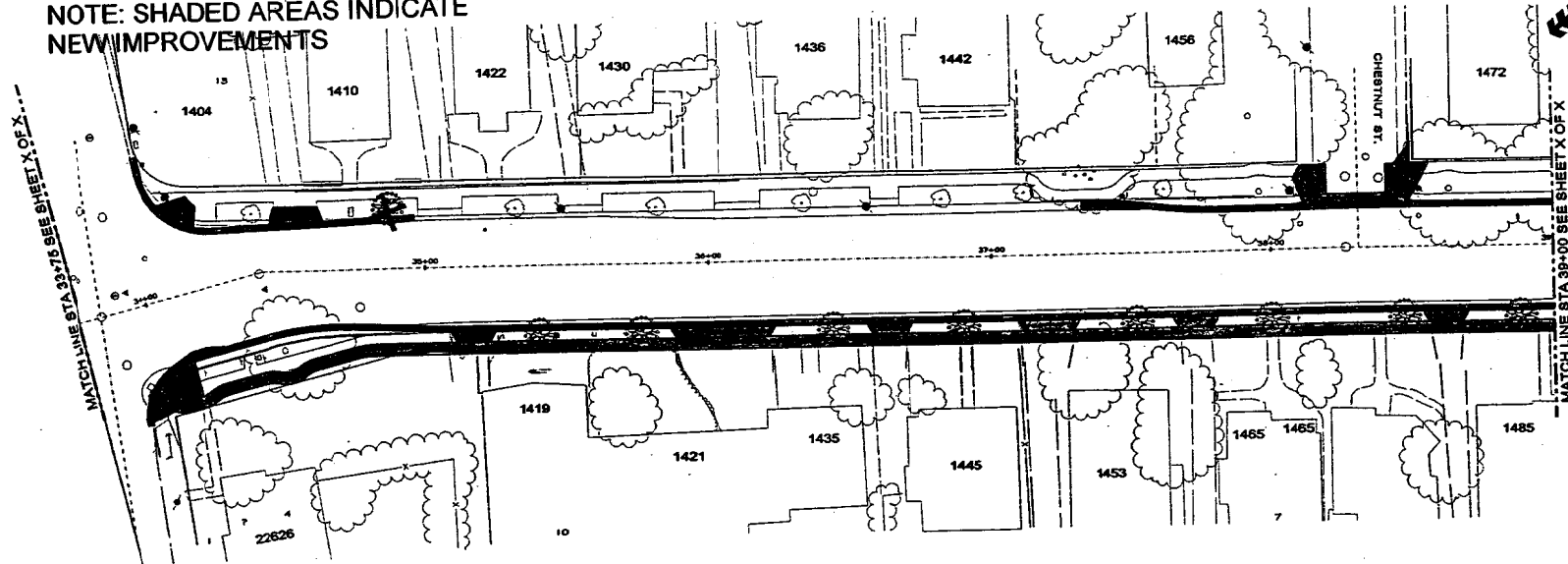
NOTE: SHADED AREAS INDICATE
NEW IMPROVEMENTS



B STREET REHABILITATION

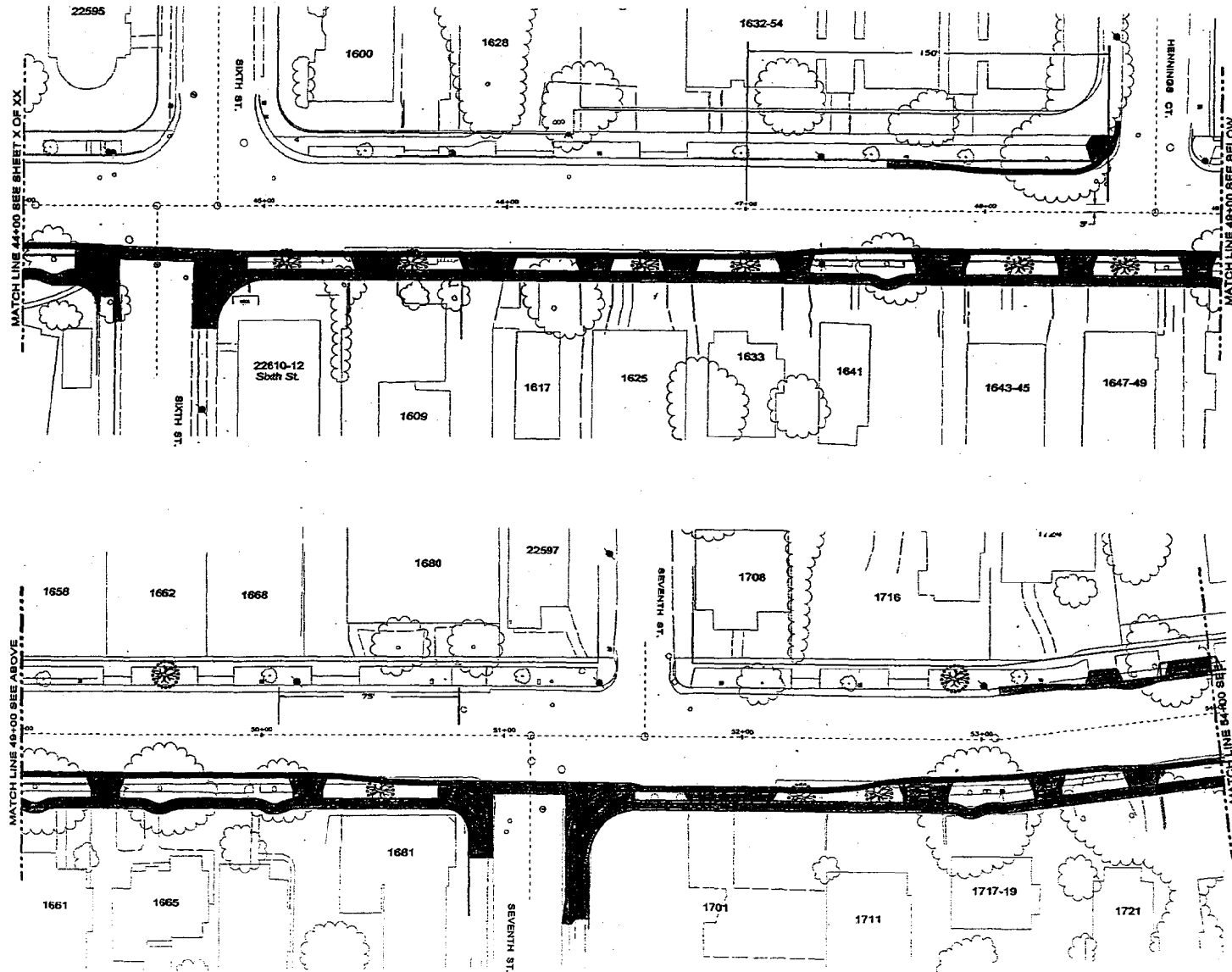
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NORTH



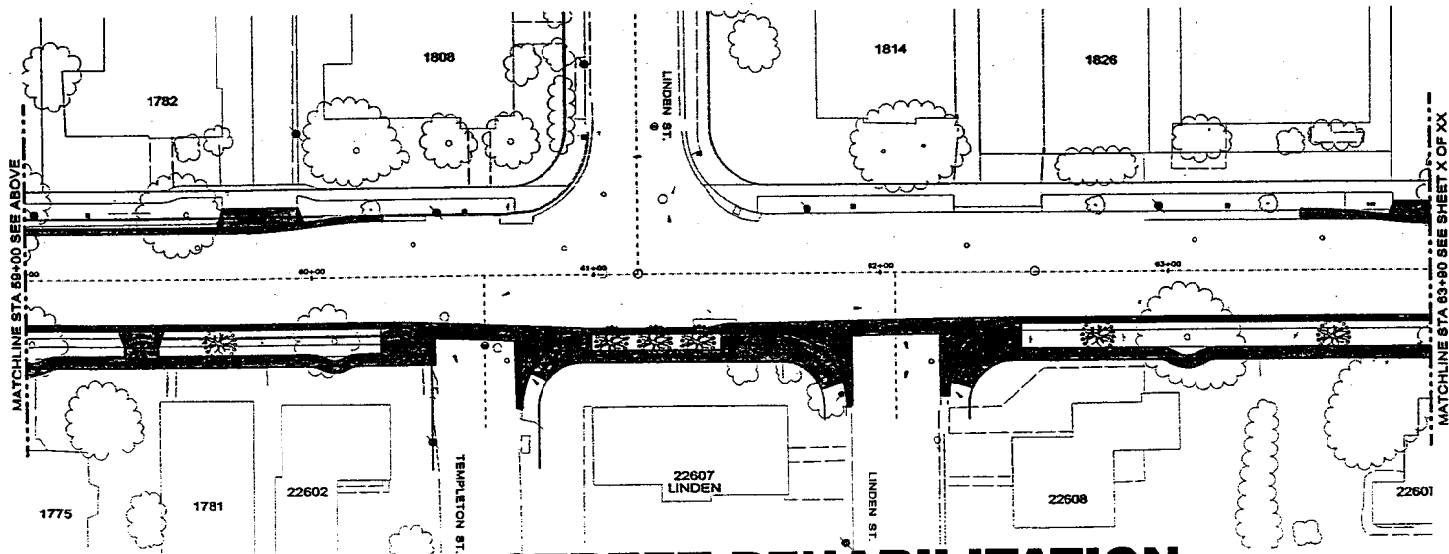
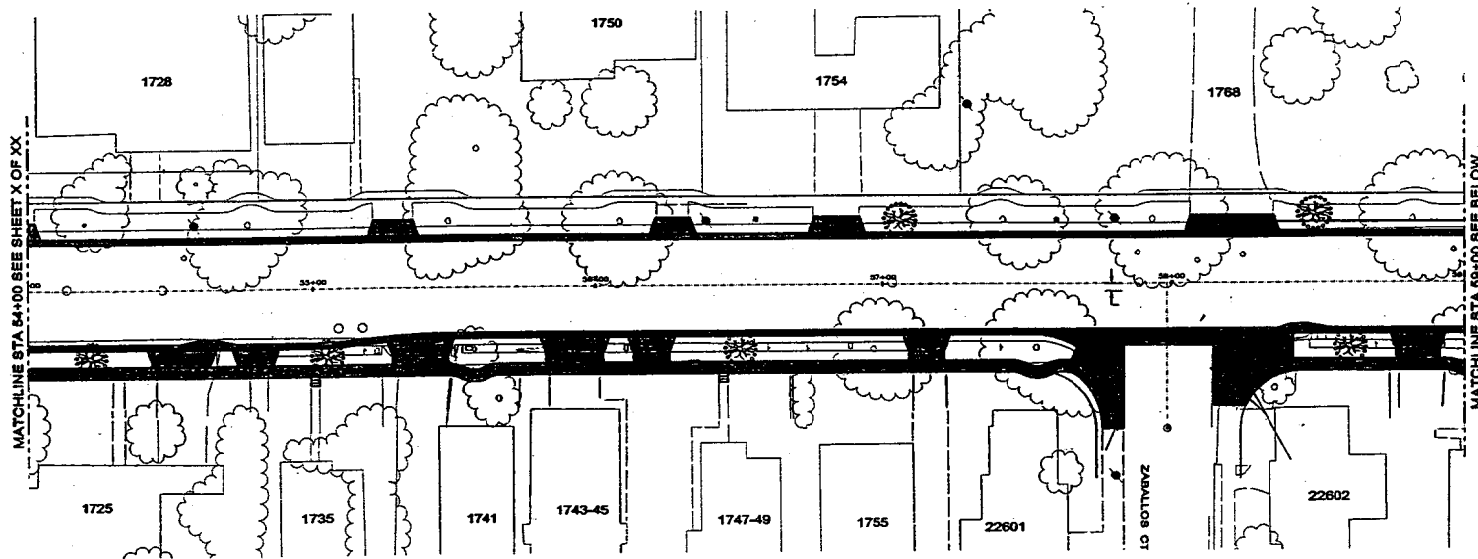
B STREET REHABILITATION

NOTE: SHADED AREAS INDICATE
NEW IMPROVEMENTS



B STREET REHABILITATION

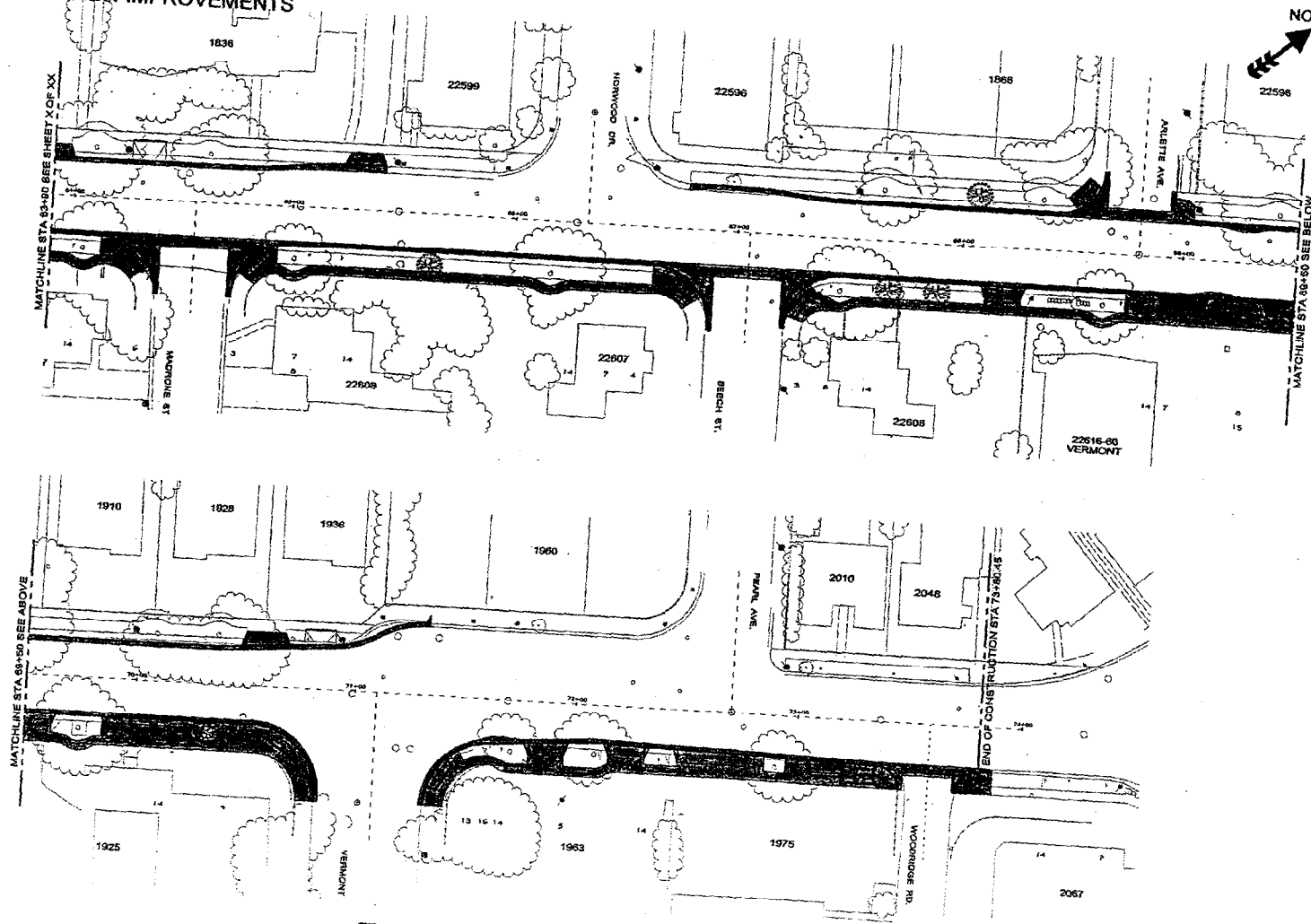
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NEW IMPROVEMENTS



B STREET REHABILITATION

NOTE: SHADED AREAS INDICATE
NEW IMPROVEMENTS

NORTH



B STREET REHABILITATION

NEGATIVE DECLARATION

Revised 2/23/99

Notice is hereby given that the City of Hayward finds that no significant effect on the environment as prescribed by the California Environmental Quality Act of 1970, as amended will occur for the following proposed project:

I. *PROJECT DESCRIPTION:*

B Street Rehabilitation, Foothill Boulevard to Kelly Street - The work, in general, consists of pavement rehabilitation; curb, gutter and sidewalk replacement; traffic signal installation at B and Seventh Streets; and tree removal and replacement.

The street pavement rehabilitation will consist of repairing the severely damaged pavement areas (digouts), and grinding, placing a leveling course, placing reinforcing fabric and resurfacing the remainder of the street to provide a smoother ride for the vehicles.

The curb, gutter and sidewalk on the south side will be removed completely and replaced. The new sidewalk will be constructed approximately 5 feet from the existing trees to preserve the existing roots and prevent future damage to the new sidewalk. Easements have been acquired at 19 locations for the new sidewalk configuration around the trees. Additionally, the curb and gutter will be relocated up to 3 feet into the existing street to increase the planter area and preserve the trees. Some existing parking will need to be eliminated due to the reduced street width. The curb and gutter on the north side will be removed and replaced in those areas where damage has occurred due to the existing trees. The sidewalk on the north side was recently replaced with the sanitary sewer trunk line replacement project.

The proposed traffic signal at the offset intersection of B and Seventh Streets will provide signalization for the intersection, which will best serve the adjacent residents and the traveling motorists.

The project also includes tree removal and replacement along B Street. The existing trees that show signs of decline, have decay in the root crown, trunk or major branches, or have lost limbs and become disfigured will not be preserved. Twenty-one trees have been designated for removal. Additional trees, at a replacement ratio of 3:1, will also be planted along B Street to fill in the gaps of the streetscape. The replacement species between Foothill Boulevard and Fourth Street will be Swamp Myrtle. The replacement species between Fourth and Kelly Streets will be Chinese Tallow. These species are similar to what was planted during the Sewer Trunk line project several years ago and they should not cause damage to the sidewalks.

II. *FINDING PROJECT WILL NOT SIGNIFICANTLY AFFECT ENVIRONMENT:*

That the proposed street rehabilitation project will have no substantial effect on the area's resources, cumulative or otherwise.

III. *FINDINGS SUPPORTING DECLARATION:*

There will be no change to the existing land use.

The project will not generate an increase in population or induce substantial growth.

The project will not displace any existing housing.

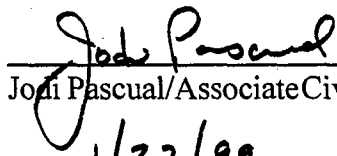
The project does not involve any large cut or fill areas.

There are no significant changes to the existing drainage patterns and no flooding of people or property is anticipated.

No increase in traffic volumes is anticipated.

Sufficient on-site parking is provided in those locations where on-street parking will be eliminated.

IV. *PERSON WHO PREPARED INITIAL STUDY:*



Joni Pascual/Associate Civil Engineer

Date

1/27/99

REVISED 2/23/99

V. *COPY OF INITIAL STUDY IS ATTACHED*

For additional information, please contact the City of Hayward, 777 "B" Street,
Hayward, California 94541-5007 or telephone the City Clerk at (510) 583-4400.

INITIAL STUDY CHECKLIST FORM

Project title "B" STREET REHABILITATION

Lead agency name and address: City of Hayward, 777 "B" Street, Hayward, CA 94541-5007

Contact persons and phone number: Jodi Pascual, (510) 583-4763

Project location: "B" Street – Foothill Boulevard to Kelly Street

Project sponsor's name and address:
City of Hayward, 777 "B" Street, Hayward, CA 94541-5007

General plan designation Principal Arterial Zoning: _____

Description of project: Pavement rehabilitation; curb, gutter and sidewalk removal and replacement; tree removal and replacement; and traffic signal installation.

Surrounding land uses and setting: Residential and commercial offices

Other public agencies whose approval is required: California Department of Transportation (Caltrans) and Federal Highway Administration (FHWA)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Geological Problems | <input type="checkbox"/> Energy and Mineral Resources | <input type="checkbox"/> Aesthetics |
| <input type="checkbox"/> Water | <input type="checkbox"/> Hazards | <input type="checkbox"/> Cultural Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Mandatory Findings of Significance | | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Jodi Pascual
Signature
JODI PASCUAL
Printed name

1/27/99 REVISIO 2/23/99
Date
CITY OF HAYWARD
For

ENVIRONMENTAL IMPACTS:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. LAND USE AND PLANNING. Would the proposal:				
a) Conflict with general plan designation or zoning? <i>Comments: No conflict.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? <i>Comments: No conflict.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be incompatible with existing land use in the vicinity? <i>Comments: No change to existing land use.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)? <i>Comments: There are no agricultural resources or operations within the project area.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? <i>Comments: There are no established communities within the project area.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
II. POPULATION AND HOUSING. Would the proposal:				
a) Cumulatively exceed official regional or local population projections? <i>Comments: The project will not generate an increase in population.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? <i>Comments: The project will not induce substantial growth.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace existing housing, especially affordable housing? <i>Comments: The project will not displace any existing housing.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. GEOLOGIC PROBLEMS. *Would the proposal result in or expose people to potential impacts involving:*

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Fault rupture?
<i>Comments: The project is not within the vicinity of a fault.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Seismic ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Seiche, tsunami, or volcanic hazard? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Landslides or mudflows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?
<i>Comments: The project does not involve any large cut or fill areas.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Subsidence of land? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expansive soils? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Unique geologic or physical features? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

IV. WATER. *Would the proposal result in:*

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?
<i>Comments: The project will slightly decrease the roadway surface area and provide larger planter areas for percolation. There are no significant changes to the existing drainage patterns.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Exposure of people or property to water related hazards such as flooding? <i>Comments: No flooding of people or property is anticipated. The existing drainage system will remain as is except for a few minor modifications, which should eliminate existing ponding areas.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body? <i>Comments: There are no bodies of water within the project area.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Changes in currents, or the course or direction of water movements? <i>Comments: No changes will be made to the direction of water movements.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability? <i>Comments: The project will not affect the existing ground water.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Altered direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impacts to groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. AIR QUALITY. *Would the proposal:*

a) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Expose sensitive receptors to pollutants?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Alter air movement, moisture, or temperature, or cause any change in climate?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. TRANSPORTATION/CIRCULATION. *Would the proposal result in:*

a) Increased vehicle trips or traffic congestion? <i>Comments: No increase in traffic volumes is anticipated. Project should relieve existing traffic congestion with new signal at B and 7th Streets.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? <i>Comments: The project does not include any hazardous design features. The project eliminates existing road hazards, e.g. buckled and uprooted pavement that was caused by the existing street trees. Additionally, the new curb and gutter will be installed approximately three feet away from its current location to prevent future damage.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Inadequate emergency access or access to nearby uses? <i>Comments: Emergency access will still be provided.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Insufficient parking capacity onsite or offsite? <i>Comments: The existing parking will be affected by the reduced street width. However, sufficient parking is provided on site in private parking lots or on the side streets intersecting B Street. See attached Parking Evaluation and Utilization Study. *</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Hazards or barriers for pedestrians or bicyclists? <i>Comments: The project will remove and replace the sidewalk that has been broken and uprooted by the existing street trees. The new sidewalk will be constructed a minimum of five feet away from the trees to prevent future damage.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Rail, waterborne or air traffic impacts? <i>Comments: There are no rail, waterborne or air traffic facilities within the project area.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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VII. BIOLOGICAL RESOURCES. *Would the proposal result in impacts to*

- a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comments: Based on the California Natural Diversity Data Base (CNDDDB), certain plants and animals have recorded sightings of federal and state listed threatened and endangered species within the Hayward and Newark areas. All of the listed species have no potential of occurring within the project because of lack of suitable habitat.

- b) Locally designated species (e.g., heritage trees)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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- c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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- d) Wetland habitat (e.g., marsh, riparian, and vernal pool)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Comments: The project will not involve any work in wetlands.

- e) Wildlife dispersal or migration corridors?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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VIII. ENERGY AND MINERAL RESOURCES. *Would the proposal:*

- a) Conflict with adopted energy conservation plans?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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- b) Use nonrenewable resources in a wasteful and inefficient manner?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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- c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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IX. HAZARDS. *Would the proposal involve:*

- a) A risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Possible interference with an emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) The creation of any health hazard or potential health hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Exposure of people to existing sources of potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Increased fire hazard in areas with flammable brush, grass, or trees?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

X. NOISE. *Would the proposal result in:*

a) Increases in existing noise levels? <i>Comments: Although in the short term, construction noise will be generated by the project, which might disturb the residential and commercial uses located on B Street, the project specifications will limit the construction hours and require the contractor to minimize the noise generated by his operations. See attached supplemental information. *</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people to severe noise levels? <i>Comments: Severe noise levels are not expected to result from the contractors operations.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XI. PUBLIC SERVICES. *Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:*

a) Fire protection? <i>Comments: No effect.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection? <i>Comments: No effect.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools? <i>Comments: No effect.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Maintenance of public facilities, including roads? <i>Comments: The project will repair the damaged pavement and eliminate the annual patching that has been performed in the last few years during the rainy seasons.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Other government services? <i>Comments: No effect.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. UTILITIES AND SERVICE SYSTEMS. *Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities?*

a) Power or natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Local or regional water treatment or distribution facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Sewer or septic tanks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Solid waste disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Local or regional water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIII. AESTHETICS. *Would the proposal?*

a) Affect a scenic vista or scenic highway? <i>Comments: There are not any scenic vistas or scenic highways within the project area.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a demonstrable negative aesthetic effect? <i>Comments: The project will help preserve the existing canopy of camphor trees along B Street.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create light or glare? <i>Comments: The project will not create light or glare.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XIV. CULTURAL RESOURCES. *Would the proposal:*

a) Disturb paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Disturb archaeological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have the potential to cause a physical change which would affect unique cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | Potentially
Significant
Impact | Potentially
Significant
Unless
Mitigation
Incorporated | Less Than
Significant
Impact | No Impact |
|---|--------------------------------------|--|------------------------------------|-------------------------------------|
| d) Restrict existing religious or sacred uses within the potential impact area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XV. RECREATION. *Would the proposal:*

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the demand for neighborhood or regional parks or other recreational facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Comments: The project will not change the current land uses or generate additional population, thereby not increasing the demand for parks or recreational facilities.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Affect existing recreational opportunities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Comments: There are no recreational opportunities within the project area.

XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

- d) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

☐☐☐☒

XVII. EARLIER ANALYSES.

- a) **Earlier analyses used.**
- b) **Impacts adequately addressed.**
- c) **Mitigation measures.**

B STREET REHABILITATION
Foothill Boulevard to Kelly Street
PARKING EVALUATION AND UTILIZATION STUDY
Revised 2/23/99

Due to the reduced street width resulting from the relocation of the curbs away from the existing street trees, some of the available parking on B Street between 4th and Kelly Street will need to be eliminated.

Currently, parking is allowed on B Street between 4th and 7th Streets except for a few locations. Of the 63 spaces available, 49 spaces will remain and 14 spaces will be eliminated. Based on the current utilization (6% – 13%), there will be little effect encountered by the loss of these spaces. Additionally, as described below, sufficient parking at all of the affected locations is provided on site in private parking lots or on the side streets intersecting B Street. City design guidelines require 2 driveway parking spaces and one on-street parking space per single family residential unit. The commercial buildings along B Street were required to provide sufficient on-site parking at the time of development.

Currently, parking is not allowed between 7th Street and Kelly Street except for a few locations. One parking space at each of these five locations on the south side will need to be eliminated because of the reduced street width. As described below, parking at most of the affected locations is provided on site. As found during the utilization analysis, only one vehicle was observed parking at any of these locations which represents a 5% utilization.

Loss of available parking was evaluated at the following addresses:

<u>North Side</u>	<u>South Side</u>
1456 B Street	1701 B Street
1528 B Street	1711 B Street
1534 B Street	1717-19 B Street
1544 B Street	1721 B Street
1558 B Street	1735 B Street
1632-54 B Street	

1. 1456 B Street – Residential property located at the northwest corner of B and Chestnut Streets. Although three spaces on B Street will be eliminated at this location (approx. 70 linear feet), this house fronts on Chestnut Street where sufficient on-street parking is available.
2. 1528 B Street – Residential property located at the northeast corner of B and 5th Streets. Although two spaces on B Street will be eliminated at this location (approx. 45 linear feet), this house fronts on 5th Street where sufficient on-street parking is available.
3. 1534 B Street – Commercial property (Podiatry office) located two lots east of the intersection of B and 5th Streets. Although one space on B Street will be eliminated at this location (approx. 35 linear feet between driveways), on-site parking is provided at the rear of the building.
4. 1544 B Street – Commercial property (medical offices) located midway between 5th and 6th Streets. The building(s) are set back off of B Street and the private parking lot which fronts on B Street provides sufficient on-site parking. One space on B Street will be eliminated at this location (approx. 30 feet between driveways).

5. 1558 B Street – Commercial property (two-story office building) located two lots west of 6th Street. Sufficient on-site parking is provided. Three to four spaces on B Street will be eliminated at this location (approx. 80 linear feet between driveways).
6. 1632-54 B Street – Commercial property (medical buildings) located at the northwest corner of B Street and Hennings Court. Sufficient on-site parking is provided in the rear of the buildings. Three spaces on B Street will be eliminated at this location (approx. 80 linear feet of total frontage length of 165 feet). The space located at the corner in front of the existing tree is currently not used due to the broken curb, raised pavement and the ponding water.
7. 1701 B Street – Vacant commercial property located at the southeast corner of B and 7th Streets. One space on B Street will be eliminated at this location because the existing driveway and bus stop have to be relocated away from the proposed traffic signal at this offset intersection.
8. 1711 B Street – Commercial property (DDS) located adjacent to the vacant lot east of the intersection of B and 7th Streets. Sufficient on-site parking is provided. One space on B Street will be eliminated at this location (approx. 30 linear feet).
9. 1717-1719 B Street – Residential property located three lots east of the intersection of B and 7th Streets. Although one space on B Street will be eliminated at this location (approx. 30 linear feet), sufficient on-site parking is provided. Additionally, the affected space is located at a bend in the curb and gutter and in front of a large tree that has damaged the sidewalk and uprooted the pavement. It is unlikely that anyone currently parks at this location.
10. 1721 B Street – Residential property located four lots east of the intersection of B and 7th Streets. Although one space on B Street will be eliminated at this location (approx. 30 linear feet between driveways), the property has a long driveway on side of house that would provide parking for multiple vehicles.
11. 1735 B Street – Residential property located on B Street midway between 7th Street and Zaballos Court. Although one space on B Street will be eliminated at this location (approx. 38 linear feet between driveways), the property has a long driveway on side of house that would provide parking for multiple vehicles.

PARKING UTILIZATION - 4th Street to Zaballos Court

Times surveyed: Tuesday, February 16th 10:00 a.m.
 Tuesday, February 16th 5:30 p.m.
 Wednesday, February 17th 12:00 p.m.
 Thursday, February 18th 8:00 p.m.

ON-STREET PARKING

Number of available on-street parking spaces: 63 spaces
Number of spaces to be eliminated: 14 spaces

USE OF ON-STREET PARKING

Date Time	4th St to 5th St	5th St to 6th St	6th St to 7th St	7th St to Zaballos Ct	TOTAL
2/16/99 10:00 am	0 Cars	3 Cars	2 Cars	0 Cars	5 Cars (8 %)
2/16/99 5:30 pm	2 Cars	1 Car	1 Car	0 Car	4 Cars (6 %)
2/17/99 12:30 pm	1 Car	3 Cars	4 Cars	0 Cars	8 Cars (13%)
2/18/99 8:00 pm	2 Cars	1 Car	3 Cars	0 Cars	6 Cars (10%)

Average use between 4th and 7th Streets during daytime hours: 10%
Average use between 4th and 7th Streets during evening hours: 8%

USE OF ON-STREET PARKING AT LOCATIONS TO BE ELIMINATED

Date/Time	Location	Number of Cars	Usage (%)
2/16/99 10:00 am	1558 B Street	1 Car	9 %
	1456, 1528, 1534, 1544, 1632-54, 1701, 1711, 1717-19, 1721, 1735	0 Cars	
2/16/99 5:30 pm	1456, 1528, 1534, 1544, 1632-54, 1701, 1711, 1717-19, 1721, 1735	0 Cars	0 %
2/17/99 12:00 pm	1558 B Street	1 Car	9 %
	1456, 1528, 1534, 1544, 1632-54, 1701, 1711, 1717-19, 1721, 1735	0 Cars	
2/18/99 8:00 pm	1456, 1528, 1534, 1544, 1632-54, 1701, 1711, 1717-19, 1721, 1735	0 Cars	0 %

Average use at locations to be eliminated: 4.5%

OFF STREET PARKING

Available off-street parking (at affected locations only):

145 spaces

Location	Additional Spaces Available	Number of Occupied Spaces	Usage (%)
Single Family Residences			
1456 B Street	1 space	0 spaces	0%
1528 B Street	3 spaces	1 space	33%
1717-19 B Street	4 spaces	0 spaces	0%
1721 B Street	2 spaces	1 space	50%
1735 B Street	1 space	0 spaces	0%
TOTAL	11 spaces	2 spaces	18%
Commercial Properties			
1534 B Street (Podiatry Office)	4 spaces	0 spaces	0%
1544 B Street (Medical Office)	20 spaces	6 spaces	30%
1558 B Street (Two-story Office)	59 spaces	44 spaces	75%
1632-54 B Street (Medical Offices)	46 spaces	40 spaces	87%
1701 B Street (Vacant)	Unknown (1 space on 7th)	-- 0 spaces	-- 0%
1711 B Street (DDS)	4 spaces	2 spaces	50%
TOTAL	134	92	69%

Of the 11 existing off-site residential parking spaces available at the affected locations, 2 spaces (18%) were utilized and 9 spaces (82%) were available during our field evaluation. Of the 134 existing off-site commercial parking spaces available at the affected locations, 92 spaces (69%) were utilized and 42 spaces (31%) were available during our field evaluation.

SUPPLEMENTAL INFORMATION FOR ENVIRONMENTAL IMPACT ITEM X, "NOISE"

In the short term, construction noise will be generated by the project. However, as is typical with all City construction projects, the Contractor shall be required to perform his operations such that the noise level during construction is in accordance with Section 4-1.03 of the City of Hayward Municipal Code. The specification section shown below is included in the contract documents for the project and specifies what actions the Contractor shall take to ensure that the noise levels are acceptable. Additionally, the Contractor's work hours will be limited from 7:00 a.m. to 5:00 p.m. in order to minimize the impact to the residents. Severe noise levels are not expected to result from the Contractor's operations.

SOUND CONTROL REQUIREMENTS - Sound control shall conform to the provisions in Section 7-1.01I, "Sound Control Requirements," of the Standard Specifications and these Special Provisions.

In accordance with Section 4-1.03 of the City of Hayward Municipal Code, the noise level from the Contractor's operations, in or abutting residential areas shall not exceed 6 DBA above the ambient noise level measured at the nearest property line or right of way line before the hour of 7:00 a.m. and after the hour of 7:00 p.m. daily except Sundays and holidays. On Sundays and holidays, the above restrictions shall apply before the hour of 10:00 a.m. and after the hour of 6:00 p.m. This requirement shall not relieve the Contractor from responsibility for complying with any other noise level regulations.

Said noise level requirement shall apply to all equipment on the job or related to the job, including but not limited to trucks, transit mixers or transient equipment that may or may not be owned by the Contractor. The use of loud sound signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel.

To conform with these requirements, the Contractor shall muffle and shield intakes and exhaust, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible.

The Contractor shall construct barriers around the site and around stationary equipment such as compressors, which would reduce construction noise by as much as 5 DBA as feasible. The Contractor could locate stationary equipment in pit areas or excavated area, which would serve as noise barriers.

The Contractor shall inform nearby residents of the construction schedule prior to the start of construction.

Special sound control requirements may be imposed upon the Contractor for night construction.

Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the various contract items of work involved and no additional compensation will be allowed therefor.

DRAFT

DM 2-23-99

HAYWARD CITY COUNCIL

RESOLUTION NO. _____

Introduced by Council Member _____

**RESOLUTION CERTIFYING THAT THE NEGATIVE
DECLARATION FOR THE "B" STREET
REHABILITATION PROJECT, PROJECT NO. 5186, HAS
BEEN COMPLETED IN COMPLIANCE WITH THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT,
APPROVING PLANS AND SPECIFICATIONS AND
CALL FOR BIDS**

WHEREAS, the City Council of the City of Hayward held a public meeting and hereby finds and has independently reviewed and considered the information contained in the initial study upon which the negative declaration for the "B" Street Rehabilitation Project, Project No. 5186, is based, certifies that the negative declaration has been completed in compliance with the requirements of the California Environmental Quality Act, and finds that the negative declaration reflects the independent judgment of the City of Hayward; and

WHEREAS, the Local Assistance Branch of Caltrans concurs that the project is categorically exempt from the National Environmental Policy Act.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward as follows:

1. That those certain plans and specifications for the "B" Street Rehabilitation between Foothill Boulevard and Kelly Street, Project No. 5186, on file in the office of the City Clerk, are hereby adopted as the plans and specifications for the project;
2. That sealed bids therefor will be received by the City Clerk's office at City Hall, 777 B Street, Hayward, California 94541, up to the hour of 2:00 p.m. on Tuesday, April 13, 1999, and immediately thereafter publicly opened and declared by the City Clerk in Conference Room 4D, City Hall, Hayward, California;
3. That the City Council will consider a report on the bids at a regular meeting following the aforesaid opening and declaration of same; and

4. That the City Clerk is hereby directed to cause a notice calling for bids for the required work and material to be made in the form and manner provided by law.

IN COUNCIL, HAYWARD, CALIFORNIA _____, 1999

ADOPTED BY THE FOLLOWING VOTE:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST: _____
City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward